

Lincoln Multi-Modal Transportation Study
Conceptual Alternatives Matrix

Maintain Current Trends	Improve Travel Choices	Become the Community's Second Car	Dedicate the Community to Alternative Transport
Synopsis	Synopsis	Synopsis	Synopsis
<p>Very little change would be expected in Lincoln's travel picture. Nearly all travelers in Lincoln who have a choice of travel modes will opt for the automobile, and public investments and policies will continue to support that choice most strongly.</p> <p>Lincoln will develop in pretty much the same manner as it has the past few decades. Expansion of modal choice will occur as opportunities arise.</p>	<p>Alternatives to driving alone will become a viable choice for an increasing percentage of the population as public investments and policies are adjusted to gradually shift habits and perceptions.</p> <p>Lincoln will be acknowledged as a competitive and progressive mid-sized city, able to provide a range of options in movement, neighborhoods and work settings.</p>	<p>Lincoln will evolve toward a community in which riding the bus, bicycling and walking are common and acceptable means of travel for all segments of the population as a result of a fundamental shift in City and State investments and policies sustained over many decades. City form will gradually be reshaped with more and better transit-friendly nodes and centers. Transit will be considered a service that much more closely matches people's travel desires.</p> <p>Lincoln will be recognized as being among the leaders in providing a combination of travel options that are attractive substitutes for driving on many trips.</p>	<p>Lincoln will make a powerful and lasting commitment to recreate itself as a community built around transit, bicycling and walking. Significant public spending on transportation improvements will be dedicated to transit, and urban form will be strictly guided to reinforce that effort.</p> <p>Lincoln will emerge as a model of sustainable community planning for the 21st Century and with a transit system that is more attractive than driving. New patterns of city development will help make those travel changes feasible.</p>

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Transit			
Fixed-Route Service	Fixed-Route Service	Fixed-Route Service	Fixed-Route Service
<p>The fixed-route bus service will continue to serve nearly every district of the community with routes along both arterial and local residential streets.</p> <p>Bus riders will be primarily members of the population who cannot drive for reasons of cost, age or disability.</p> <p>The fixed-route structure will continue to be almost exclusively radial from the Downtown although some limited cross-town routes will be in place.</p> <p>Continue to explore the creation of a transit authority for transit administration purposes.</p>	<p>The fixed-route bus system will be concentrated in those portions of Lincoln that have shown the highest ridership in the past. Service frequency and hours of operation will be greatly increased on the favored routes.</p> <p>Some routes will be reshaped into transit corridors. Some additional grid and express routes will be added as target markets are identified. A formal Downtown transit hub will be created with a secondary hub at the University. Total bus ridership will rise moderately.</p> <p>Underperforming routes will be replaced with a demand-responsive service to maintain broad community coverage using smaller vehicles or taxis.</p> <p>A local-area circulator or trolley, will make it easy to get around the downtown, thus enlarging the available business markets in this location. An historic trolley, rubber-tired or rail, may operate in the Haymarket.</p> <p>Create a transit authority for transit administration purposes.</p>	<p>The fixed-route bus service will serve every district of the community with a combination of lines along arterial roads, service to high-density mixed-use centers, express routes and local circulators. Bus lanes will emerge on key corridors and perhaps Downtown. Transit hubs will be commonplace. A multi-modal hub will be located Downtown. Bus ridership will grow dramatically.</p> <p>Routes will initially be pruned as described in the “Improve Travel Choices” alternative then gradually expanded as land use changes.</p> <p>Special commuter service to outlying areas and counties will be arranged through employers.</p> <p>Traveler information services will be available on the street, at nodes and from home. Service availability, arrivals, access and cost information will be provided.</p> <p>Local-area circulators or trolleys will be used to get around the Downtown and major centers, thus enlarging the available business markets in those locations. An historic trolley, rubber-tired or rail, will operate in the Haymarket.</p> <p>Expanded role for transit authority to be explored to include administration of alternative transportation options and parking.</p>	<p>The transit system will serve every corner of the city through a combination of buses, light-rail, personal rapid transit, taxis and demand-responsive service.</p> <p>The backbone of the system will be light rail transit (LRT) lines and busways, which will connect major urban centers including the downtown, university and major new nodes.</p> <p>Fixed-route buses will run at short intervals along all major streets and transport passengers to many destinations, and make connections with LRT stations, and park-and-ride lots for outlying residents.</p> <p>Traveler information services will be available on the street, at nodes and from home. Service availability, arrivals, access and cost information will be provided.</p> <p>Local-area circulators or trolleys will be used to get around the downtown and major centers, thus enlarging the available business markets in those locations. An historic trolley, rubber-tired or rail, will operate in the Haymarket.</p> <p>Some Downtown streets will be converted to transit malls.</p> <p>Expanded role for transit authority to include administration of alternative transportation options and parking.</p>
Demand-Responsive Transit Service	Demand-Responsive Transit Service	Demand-Responsive Transit Service	Demand-Responsive Transit Service
<p>No changes. This service will continue to be shared between StarTran and private companies with coordination of services a major effort.</p>	<p>A demand-responsive service will be maintained to ensure community coverage using small vehicles or taxis. The specialized services will be privately operated with coordination of services a major effort.</p>	<p>Additional demand-responsive service will be provided in fringe areas. All demand-responsive services will be privately operated.</p>	<p>Private taxis will provide personalized service night and day to eligible users, while demand-responsive accessible service will serve riders needing wheelchairs or similar assistance.</p>
Carpools and Van Pools	Carpools and Van Pools	Carpools and Van Pools	Carpools and Van Pools
<p>Will continue on a “friends and family” informal basis.</p>	<p>The City will establish a rideshare advocate and seek the endorsement of ridesharing by major employers.</p> <p>Initial park-n-ride lots will be sought through private initiatives.</p>	<p>Incentives will be provided by employers and the public sector.</p> <p>Expanded park-n-ride lots will be developed through public/private partnerships.</p>	<p>Incentives will be provided by employers and the public sector. Park-n-ride lots will be developed along appropriate commuting corridors throughout the community.</p>
Intelligent Transportation Systems	Intelligent Transportation Systems	Intelligent Transportation Systems	Intelligent Transportation Systems
<p>StarTran will make use of Automatic Vehicle Location (AVL) technology on demand-responsive vans and fixed-route buses to provide real-time arrival information. Smart card automated passenger payment technology to be used.</p>	<p>StarTran will expand use of Automatic Vehicle Location (AVL) technology on demand-responsive vans and fixed-route buses to provide real-time arrival information. Smart card automated passenger payment technology to be expanded. The City will use traffic signal priority along key corridors.</p>	<p>StarTran will make extensive use of AVL technology on demand-responsive vans and fixed-route buses to provide real-time arrival information at major hubs and employers. Smart card automated passenger payment technology to be expanded. A traffic signal priority system will be expanded.</p>	<p>StarTran will make extensive use of AVL technology on demand-responsive vans and fixed-route buses to provide real-time arrival information at major hubs and employers. Smart card automated passenger payment technology to be expanded to include trolley fares and parking payments. A traffic signal priority system will be widespread.</p>
Intercity Transit Service	Intercity Transit Service	Intercity Transit Service	Intercity Transit Service
<p>Private intercity transit services only. Continue support of State initiative to study intercity transit in Nebraska.</p>	<p>Commuter service to and from outlying employment areas will be provided at peak hours via vans or small buses.</p>	<p>Transit service to and from Omaha will be provided at peak hours and mid-day via vans or small buses or possibly commuter rail over time.</p>	<p>Transit service to and from Omaha will be provided throughout the day and evening via commuter rail.</p>

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Light Rail Transit and Bus Rapid Transit	Light Rail Transit and Bus Rapid Transit	Light Rail Transit, Bus Rapid Transit	Light Rail Transit, Bus Rapid Transit and Personal Rapid Transit
None.	None.	Bus rapid transit (BRT) will be introduced between major regional centers.	<p>The backbone of the system will be light rail transit (LRT) lines and busways, which will connect major urban centers including the downtown, university and major new nodes.</p> <p>One or two light rail transit lines will be built along transit corridors to link major and minor urban centers. Some routes will be realigned to feed into the LRT stations.</p> <p>Initially, a demonstration of the personal rapid transit (PRT) technology may be located at the University and funded through a grant program.</p>
Transit-Preferential Features	Transit-Preferential Features	Transit-Preferential Features	Transit-Preferential Features
Continue to provide bus turnouts. Support transit-preferential features in the design of new developments and streets designs.	Continue to provide bus turnouts. Support transit-preferential features in the design of new developments and streets designs.	Road design will make extensive use of bus bypass lanes, high-occupancy-vehicle lanes, signal preemption and exclusive bus pick-up lanes.	Road design will make extensive use of bus bypass lanes, high-occupancy-vehicle lanes, signal preemption and exclusive bus pick-up lanes.
			Several downtown streets will be converted to transit malls to accommodate the blend of LRT vehicles and buses.
Auto Use Disincentives	Auto Use Disincentives	Auto Use Disincentives	Auto Use Disincentives
None.	None.	The Downtown parking supply will be managed to account for increased transit, bicycling and walking, and parking rates will be increased to make driving to Downtown a substantially more expensive choice.	The Downtown parking supply will be managed to account for increased transit, bicycling and walking, and parking rates will be increased to make driving to Downtown a substantially more expensive choice.
Hubs	Hubs	Hubs	Hubs
StarTran will continue to use the Downtown as a hub and on-street loop.	StarTran will build a formal hub in Downtown with passenger amenities and information services. A second hub at the University will be sought.	StarTran will build a formal hub in Downtown with passenger amenities and information services. A second hub at the University and at a major outlying mixed-use center(s) will be sought.	<p>Transit services will be linked with each other at multi-modal stations (hubs) distributed throughout the community.</p> <p>StarTran will build formal hubs in Downtown, the University, and other future major centers. The hubs will include passenger amenities and information services.</p>
Travel Demand Management	Travel Demand Management	Travel Demand Management	Travel Demand Management
None.	The City will begin to work with major employers to develop interest in multi-modal options.	The City will establish voluntary compliance with mode share or transit goals by area of town or type of development or target area.	The City will establish mandatory compliance with mode share or transit goals by area of town or type of development or target area.
Transit Marketing	Transit Marketing	Transit Marketing	Transit Marketing
StarTran will continue current marketing efforts and maintain its marketing budget of 2.5% of its total budget.	StarTran will increase its marketing efforts and will increase its marketing budget to 3% of its total budget.	StarTran will significantly expand its marketing efforts as well as its marketing budget to 4% of its total budget.	StarTran will dramatically increase its marketing efforts as well as its marketing budget to 5% of its total budget.
University Partnership	University Partnership	University Partnership	University Partnership
	A stronger relationship between the City and the University will be sought to coordinate multi modal efforts.	Expanded coordination between the City and the University will be established for increased multi modal efforts.	The City and the university will have a fully coordinated multi modal effort.

Bicycling and Walking			
Multi-Use Trails	Multi-Use Trails	Multi-Use Trails	Multi-Use Trails
<p>The trails network will be developed and linked consistent with present plans. High priority projects will include completing the MoPac and Salt Creek Trails into Downtown and the Antelope Valley project.</p> <p>Trails on school routes will continue to be kept free of snow and ice.</p>	<p>The trails network will be developed and linked consistent with present plans.</p> <p>All trails will be kept free of snow and ice.</p> <p>Expand the urban system of trails.</p>	<p>The trails network will be developed and linked consistent with present plans.</p> <p>Expand the urban and rural system of trails. All existing arterial roads will be retrofitted with multi-use trails.</p> <p>Numerous links from the trails to a bicycle lane system will be created.</p> <p>The City will add more landscaping.</p> <p>The City, County and State will increase funding for the Salt Valley Heritage Greenway/Beltway.</p>	<p>Bicycling and walking will become practical and commonplace means to travel to work, school and shopping by virtue of the vastly improved infrastructure and urban density. Recreational trips will also benefit as the system will be attractive, interesting and safe.</p> <p>The trails network will be expanded and linked into every sector of the city, beyond present plans. Every available floodplain corridor, abandoned rail line and former highway right-of-way will receive a paved path suitable for bicycling, walking, running and skating. Secondary off-road corridors will be routed into every major neighborhood or district to connect housing, parks, shops and offices. Grade separation and/or traffic control will be provided at all intersections with arterial roads. All existing arterial roads will be retrofitted with multi-use trails.</p> <p>The City, County and State will increase funding for the Salt Valley Heritage Greenway/Beltway.</p>
Multi-use trails will be included with identified arterial roads.	Multi-use trails will be included with future arterial roads.	Multi-use trails and bicycle lanes will be included with future arterial roads.	Multi-use trails and bicycle lanes will be included with future arterial roads.
		Existing arterial roads will be retrofitted with multi-use trails.	Existing arterial roads will be retrofitted with multi-use trails.
Multi-use trails will be built at the AASHTO 10 foot wide standard and will be built wider when needed.	Multi-use trails will be built 12 feet wide to accommodate traffic volumes, two-abreast riding and a variety of users (cyclists, walkers, runners, in-line skaters).	Multi-use trails will be built 12 to 14 feet wide to accommodate traffic volumes, two-abreast riding and a variety of users (cyclists, walkers, runners, in-line skaters, roller skiers). Centerline and edge striping will be included.	Multi-use trails will be built 12 to 14 feet wide to accommodate traffic volumes, two-abreast riding and a variety of users (cyclists, walkers, runners, in-line skaters, roller skiers). Centerline and edge striping will be included.
		Consistent and attractive signs and maps will be installed system-wide.	Consistent and attractive signs and maps will be installed system-wide.
		Striping, signage, surface smoothness and cleanliness will be maintained to a high level.	Striping, signage, surface smoothness and cleanliness will be maintained to a high level.
On-Road Bike Lanes	On-Road Bike Lanes	On-Road Bike Lanes	On-Road Bike Lanes
No striped lanes.	Lanes will be added to some existing streets where space exists.	Lanes will be added to key streets by, in come cases, removing parking if necessary.	Complementing the off-road-trails will be an extensive grid of on-road striped paths along arterial and collector streets. Lanes will be added to key streets by removing parking if necessary.
		Striping, signage, surface smoothness and cleanliness will be maintained to a high level.	Striping, signage, surface smoothness and cleanliness will be maintained to a high level.
		Lanes will be extended across bridges either on-street or on a widened sidewalk.	Lanes will be extended across bridges either on-street or on a widened sidewalk.
Only bicycle-friendly grates used in new street construction.	Only bicycle-friendly grates used in new street construction. All older grates will be retrofitted to be bicycle friendly.	All streets will be considered part of the bicycle network. To that end, traffic calming measures will be applied on troublesome local and collector streets, including but not limited to on-street parking, narrow widths, speed plateaus, traffic circles, curb bump-outs and street trees. Only bicycle-friendly grates will be used.	All streets will be considered part of the bicycle network. To that end, traffic calming measures will be applied on troublesome local and collector streets, including but not limited to on-street parking, narrow widths, speed plateaus, traffic circles, curb bump-outs and street trees. Only bicycle-friendly grates will be used.

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Bicycle Parking	Bicycle Parking	Bicycle Parking	Bicycle Parking
Racks will be allowed in locations that do not interfere with other traffic.	Racks will be promoted at commercial, office, multi family, and school sites. Lockers will be installed at some major bus stops, especially in the Downtown.	Racks will be promoted for all retail or office buildings, multi-family housing and schools (including high schools) in convenient locations. Lockers will be installed Downtown, at the University and other major transit stops. A cost-share program with the City will be instituted.	Racks be required for all retail or office buildings, multi-family housing and schools (including high schools) in convenient locations. Lockers will be installed Downtown, at the University and other major transit stops. A cost-share program with the City will be instituted. Major employers and building owners will be encouraged to provide shower and changing areas.
Bicycle Interface with Transit	Bicycle Interface with Transit	Bicycle Interface with Transit	Bicycle Interface with Transit
Racks will not be used.	Racks will not be used.	Racks will be included on all buses.	Racks will be included on all buses. Bicycles will be allowed on LRT and inter-city commuter trains. Convenient bicycle parking will be included at every transit stop.
Education, Promotion and Enforcement	Education, Promotion and Enforcement	Education, Promotion and Enforcement	Education, Promotion and Enforcement
	City-wide bicycle and walking route maps will be provided on paper and on signs.	City-wide bicycle and walking route maps will be provided on paper and on signs.	City-wide bicycle and walking route maps will be provided on paper and on signs.
The national Safe Routes to School program will continue to be implemented, including engineering, enforcement, education, and empowerment.	The national Safe Routes to School program will continue to be implemented, including engineering, enforcement, education, and empowerment.	The national Safe Routes to School program will continue to be implemented, including engineering, enforcement, education, and empowerment.	The national Safe Routes to School program will continue to be implemented, including engineering, enforcement, education, and empowerment.
	Schools, including high schools, will be sited and designed to aid access by bicycling and walking. Features will include small sites, maintaining older, “neighborhood” schools, adjacent parks, and placement in the center of neighborhoods when there is an adequate collector street.	Schools, including high schools, will be sited and designed to aid access by bicycling and walking. Features will include small sites, maintaining older, “neighborhood” schools, adjacent parks, and placement in the center of neighborhoods when there is an adequate collector street.	Schools, including high schools, will be sited and designed to aid access by bicycling and walking. Features will include small sites, maintaining older, “neighborhood” schools, adjacent parks, and placement in the center of neighborhoods when there is an adequate collector street.
	A program of bicyclist education will be conducted including traffic laws, defensive riding, and the use of helmets, lights and reflectors.	A program of bicyclist education will be conducted including traffic laws, defensive riding, and the use of helmets, lights and reflectors. Drivers will be educated regarding the rights and obligations of bicyclists in the street.	A program of bicyclist education will be conducted including traffic laws, defensive riding, and the use of helmets, lights and reflectors. Drivers will be educated regarding the rights and obligations of bicyclists in the street.
	The City and StarTran will initiate an annual “bike-bus-and-car pool to work” day.	The City and StarTran will initiate an annual “bike-bus-and-car pool to work” day.	The City and StarTran will initiate an annual “bike-bus-and-car pool to work” day.
	Traffic regulations will be more strictly enforced for bicyclists so as to improve safety and elevate their status as vehicles.	Traffic regulations will be more strictly enforced for bicyclists so as to improve safety and elevate their status as vehicles. Laws will be changed to give bicyclists priority in the street.	Traffic regulations will be more strictly enforced for bicyclists so as to improve safety and elevate their status as vehicles. Laws will be changed to give bicyclists priority in the street.
	Education about bicycling and walking will be provided by the City for design professionals, City staff and law enforcement officers.	Education about bicycling and walking will be provided by the City for design professionals, City staff and law enforcement officers.	Education about bicycling and walking will be provided by the City for design professionals, City staff and law enforcement officers.
The Pedestrian and Bicycle Advisory Committee will be continued.	The Pedestrian and Bicycle Advisory Committee will be continued. Improved coordination between city departments addressing bicycling and walking issues will be sought.	The Pedestrian and Bicycle Advisory Committee will be continued. A walking and bicycling advocate will be designated in City Hall.	The Pedestrian and Bicycle Advisory Committee will be continued. Free “city bicycle” program instituted. A walking and bicycling advocate will be designated in City Hall.
			Laws will be changed to give pedestrians priority when they step into the street.
			The City will promote the concept of “street reclaiming” to promote the safe social and recreational uses of streets, including traffic calming, in-street block parties, and a “slow down” bumper sticker campaign.

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Sidewalks and Streets	Sidewalks and Streets	Sidewalks and Streets	Sidewalks and Streets
Four foot sidewalks in residential areas and five foot sidewalks on arterial roads will be built along almost all new public streets except limited access highways and in very-low density areas.	Sidewalks will be built along almost all new public streets except limited access highways and in very-low density areas. Five foot sidewalks will be standard in residential areas and six to eight foot sidewalks will be standards along arterial roads.	Sidewalks will be built along both sides of all public streets except limited access highways and in very-low density areas. Five foot sidewalks will be standard in residential areas and six to eight foot sidewalks will be standards along arterial roads. All intersections will include curb ramps perpendicular to the street. Short curb radii will be used on all streets except major arterials.	Sidewalks will be built along both sides of all public streets except limited access highways and in very-low density areas. Five foot sidewalks will be standard in residential areas and six to eight foot sidewalks will be standards along arterial roads. All intersections will include curb ramps perpendicular to the street. Short curb radii will be used on all streets except major arterials.
Some major street crossings will include features such as grade separation, crosswalk striping, refuge islands, count-down crossing signals, crossing request buttons, curb bump-outs and pedestrian warning signs.	Most major street crossings will include features such as grade separation, crosswalk striping, refuge islands, count-down crossing signals, crossing request buttons, curb bump-outs and pedestrian warning signs.	Safe crossings will be provided for all busy roads, bridges, rail lines and similar barriers. Major street crossing will include features such as grade separation, crosswalk striping, refuge islands, count-down crossing signals, crossing request buttons, curb bump-outs and pedestrian warning signs. Free-flow right-turns will not be allowed except on major arterial roads. All bridges will include sidewalks.	Safe crossings will be provided for all busy roads, bridges, rail lines and similar barriers. Major street crossing will include features such as grade separation, crosswalk striping, refuge islands, count-down crossing signals, crossing request buttons, curb bump-outs and pedestrian warning signs. Free-flow right-turns will not be allowed except on major arterial roads. All bridges will include sidewalks.
Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites
Minimal use of sidewalks or site planning to promote walking and bicycling.	Some linkages to the fringe sidewalk and trail systems.	Exceptional accommodations for pedestrians and bicyclists. (Refer to the section on Land Use and Urban Design.)	All commercial, office and multi-family housing developments will be designed for easy internal circulation on foot or bike as well as short, convenient connections to bus or LRT stops or the trail network.

Land Use and Urban Design			
Pattern and Density	Pattern and Density	Pattern and Density	Pattern and Density
<p>Strongly oriented toward single-family housing and the separation of different types of housing.</p> <p>Some locations of mid- and high-density housing, shops or offices outside Downtown. Few will be designed to encourage alternative modes of transportation.</p>	<p>The traditional Lincoln pattern of single-family neighborhoods will continue but will be interspersed with more locations of mid- and high-density housing, shops and offices, and most of them will be designed with more regard for transit, bicycling and walking. These locations will become destinations for alternative modes by virtue of their range of offerings and design.</p> <p>Create a pedestrian and transit zoning overlay district that supports multi modal development.</p>	<p>Create and enforce pedestrian and transit friendly zoning requirements and make formal changes to the Comprehensive Plan that will allow city form to gradually be reshaped with more and better transit-friendly nodes and centers. Each major neighborhood will include a variety of housing types and densities.</p>	<p>Through formal zoning regulation and Comprehensive Plan changes, all future commercial, office and multiple family housing will be planned to be located in dense and diverse centers that are oriented toward transit with exceptional accommodations for pedestrians and bicyclists.</p> <p>Existing districts, including some low-density housing, will be redeveloped into transit-supportive nodes. All buildings in those centers will be located next to the street sidewalk in traditional urban patterns.</p> <p>Architecture and urban design will help make walking a pleasure.</p>
Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites	Office, Commercial and Multi-Family Housing Sites
<p>Site design for businesses and multiple-family housing will continue to favor the auto driver with minimal accommodation for bus riders, bicyclists or walkers.</p>	<p>In some instances, sidewalks and site planning will be used to connect buildings with the sidewalk system at the perimeter of the site.</p>	<p>Some future commercial, office and multiple-family housing will be planned to be located in dense and diverse centers that are oriented toward and street and transit stops with exceptional accommodations for pedestrians and bicyclists. These mixed-use and multiple-use centers will be created through zoning and financial incentives.</p> <p>Façade and streetscape design will be used to improve the walking experience and shorten the perceived trip to transit.</p>	<p>All future commercial, office and multiple-family housing will be planned to be located in dense and diverse centers that are oriented toward and street and transit stops with exceptional accommodations for pedestrians and bicyclists. These mixed-use and multiple-use centers will be created through zoning and financial incentives.</p> <p>Façade and streetscape design will be used to improve the walking experience and shorten the perceived trip to transit. Buses and LRT will be granted preferential access to all major developments. Transit will be given a visually prominent status through land use planning, urban design, plazas, landscaping, lighting, art and architecture.</p>
Downtown	Downtown	Downtown	Downtown
<p>The Downtown will continue as a center for offices, housing, government, entertainment and education.</p> <p>Public policy and investments will help ensure that the parking supply keeps pace with the rising demand.</p>	<p>The Downtown will grow as a center for offices, housing, government, entertainment and education. Major employers will be encouraged to locate or remain in Downtown through a combination of public real estate incentives, an attractive downtown environment, and convenient access through a wider range of transportation options.</p>	<p>The Downtown will aggressively grow as a major center for offices, housing, government, entertainment and education. Density will increase throughout the Downtown, and significant redevelopment will occur in Antelope Valley and around the University.</p>	<p>The Downtown will dramatically grow as a major center for offices, housing, government, entertainment and education. Density will increase throughout the Downtown, and significant redevelopment will occur in Antelope Valley and around the University.</p> <p>An auto-free zone and a transit mall will be created in the Downtown to promote walking and transit.</p> <p>Other major mixed-use centers will be created throughout the community through coordinated private and public efforts. They will be highly transit-oriented, served by several radial routes, and linked to the original Downtown via transit corridors, which will include several transit-supportive centers of development. In these centers, all future development will be vertically mixed (e.g., housing over shops) and there will be a greater use of parking structures.</p>

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Street System	Street System	Street System	Street System
The street system internal to new neighborhoods will continue to be curvilinear, interconnected and without designated collector streets.	The street system internal to new neighborhoods will continue to be curvilinear and interconnected but will include a continuous north-south and a continuous east-west street across each square-mile neighborhood.	The street system internal to new neighborhoods will be designed to be totally interconnected and include north-south and east-west collectors.	The street system internal to new neighborhoods will be designed to be totally interconnected and include north-south and east-west collectors. Future residential collector streets will provide direct and continuous routes across each square-mile neighborhood.
The road network and parking supply will continue to be sized and priced to provide minimal inconvenience to the driving public.	The road system will be redesigned in some locations to better accommodate buses, bicyclists and pedestrians.	Some expansion plans for the arterial road network will be deferred as fewer auto trips are evident in some corridors.	Expansion plans for the arterial road network will be scaled back except as needed to accommodate buses in order to promote the transition to transit.
		Pedestrians and bicyclists will be accommodated on all roads except the limited access highways.	Pedestrians and bicyclists will be accommodated on all roads except the limited access highways.
		Bike lanes will be installed on some roadways instead of expanding the roads for additional auto lanes.	Bike lanes will be installed on some roadways instead of expanding the roads for additional auto lanes.

Funding			
Funding for both fixed-route and demand-responsive service will be adjusted for inflation so that service frequency and hours of operation remain at present levels.	Funding for both fixed-route and demand-responsive service will be increased moderately to provide better service, vehicles and facilities.	Funding from all sources will be greatly expanded as the City and State make a conscious commitment to introduce new forms of transit, improved customer amenities and a different style of city.	Funding from all sources will be greatly expanded as the City and State make a conscious commitment to introduce new forms of transit, improved customer amenities and a different style of city.